

Figure 1: Metered Injection Pumping System for adding resid fuels

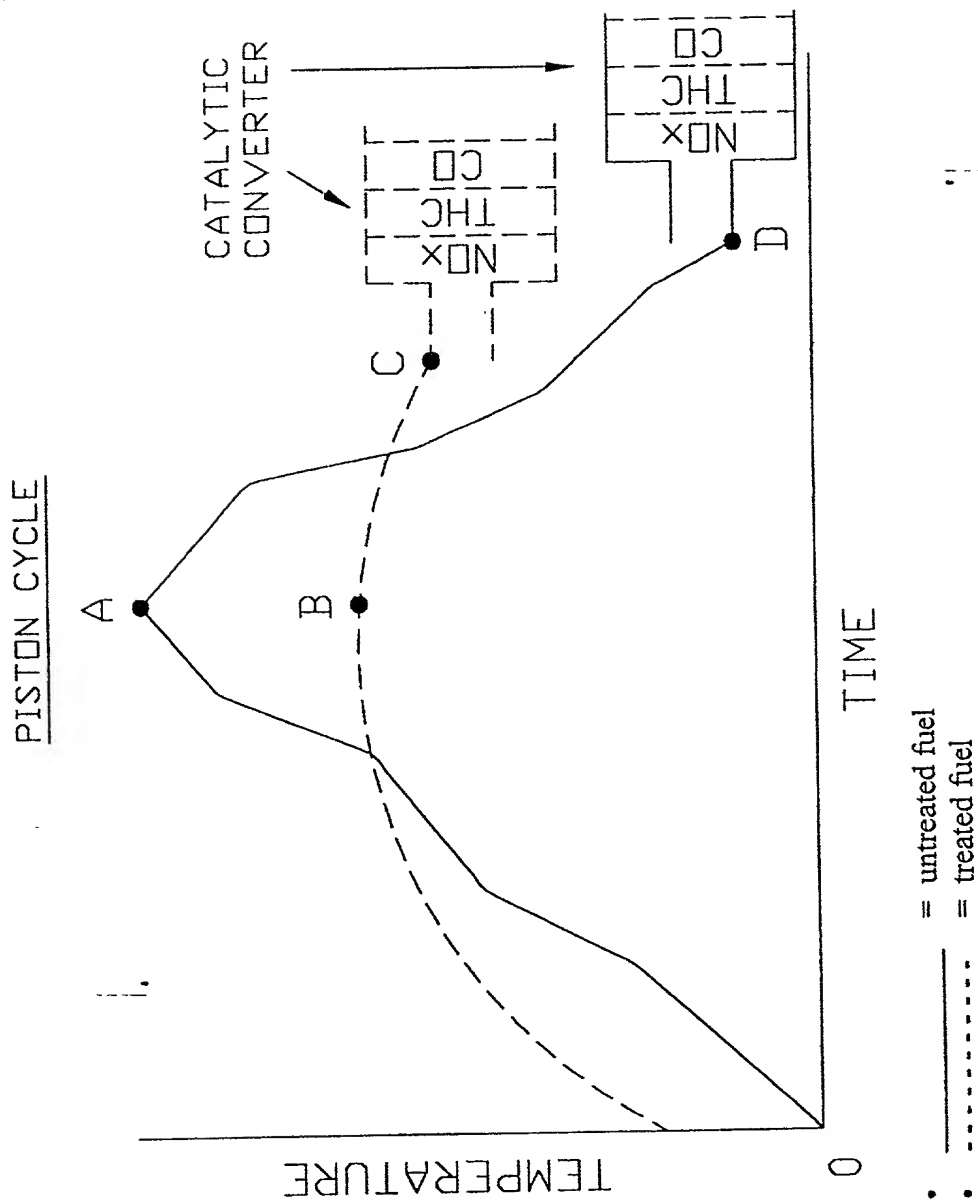


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

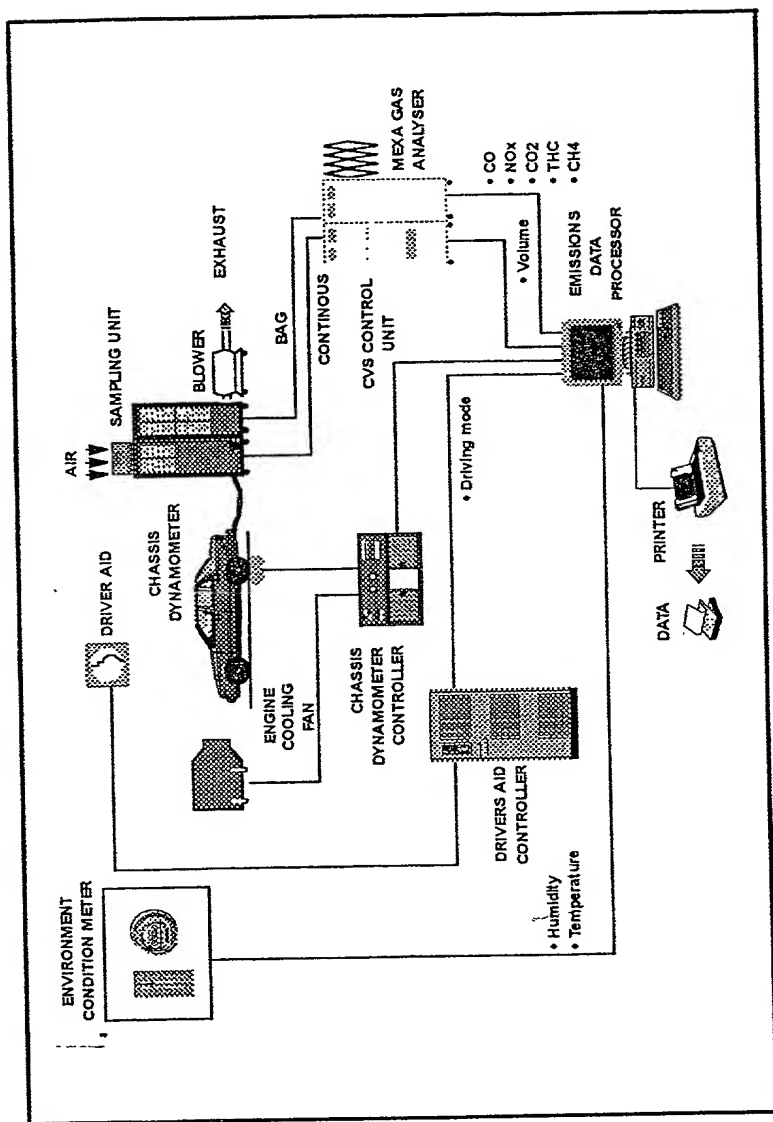


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

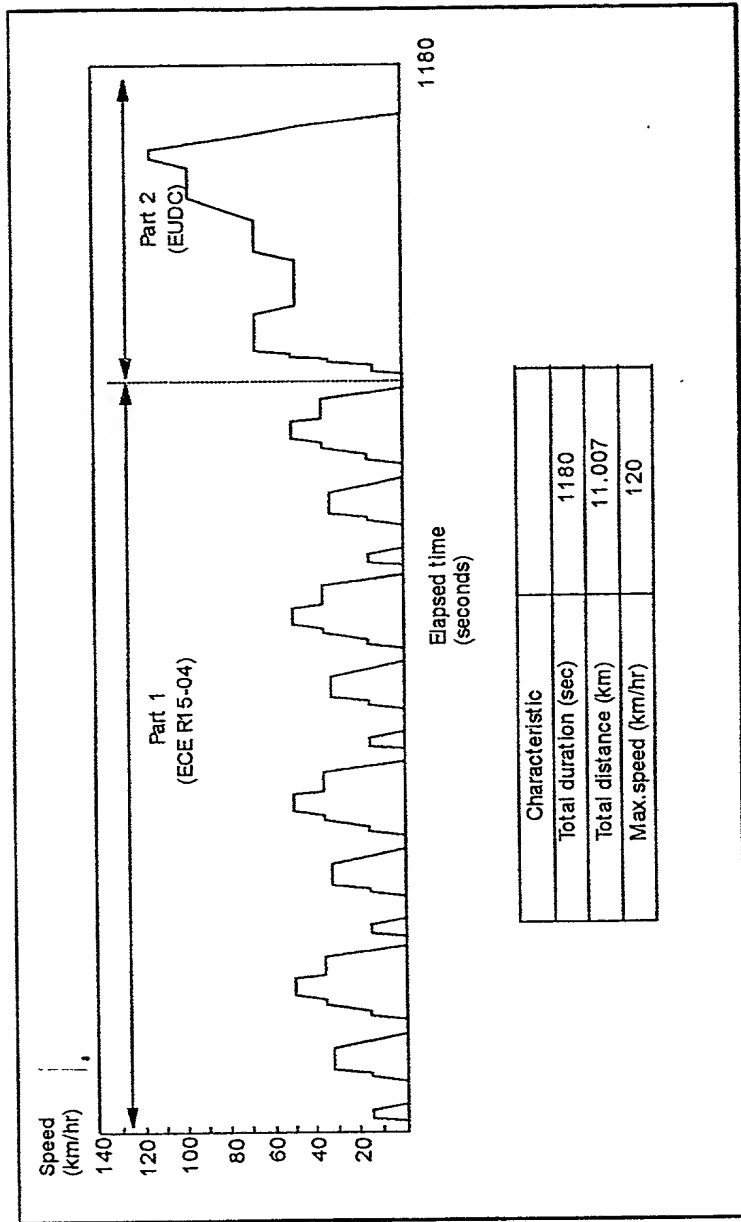


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

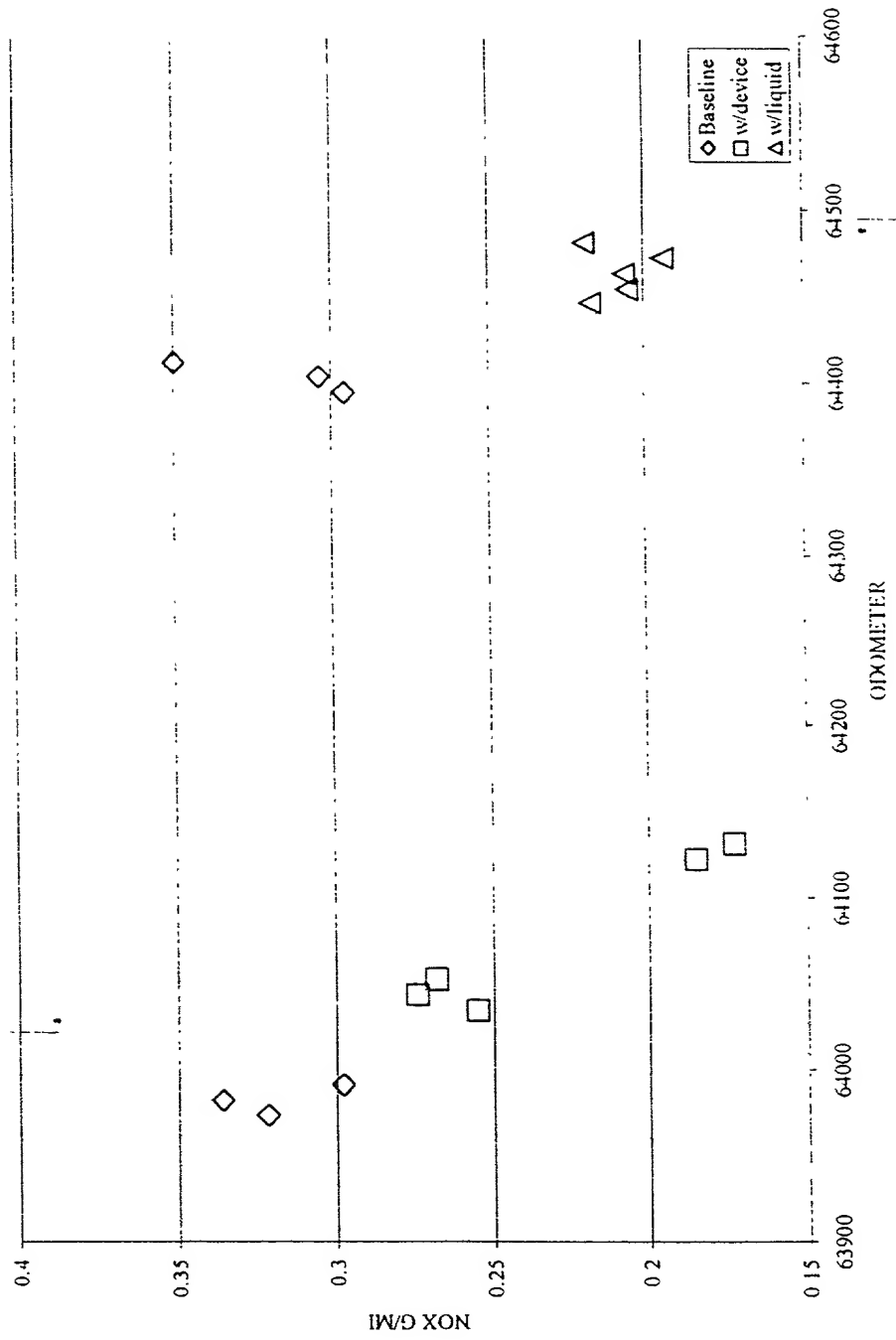


Figure 5: NO_x emissions as a function of odometer miles for a Ford Taurus

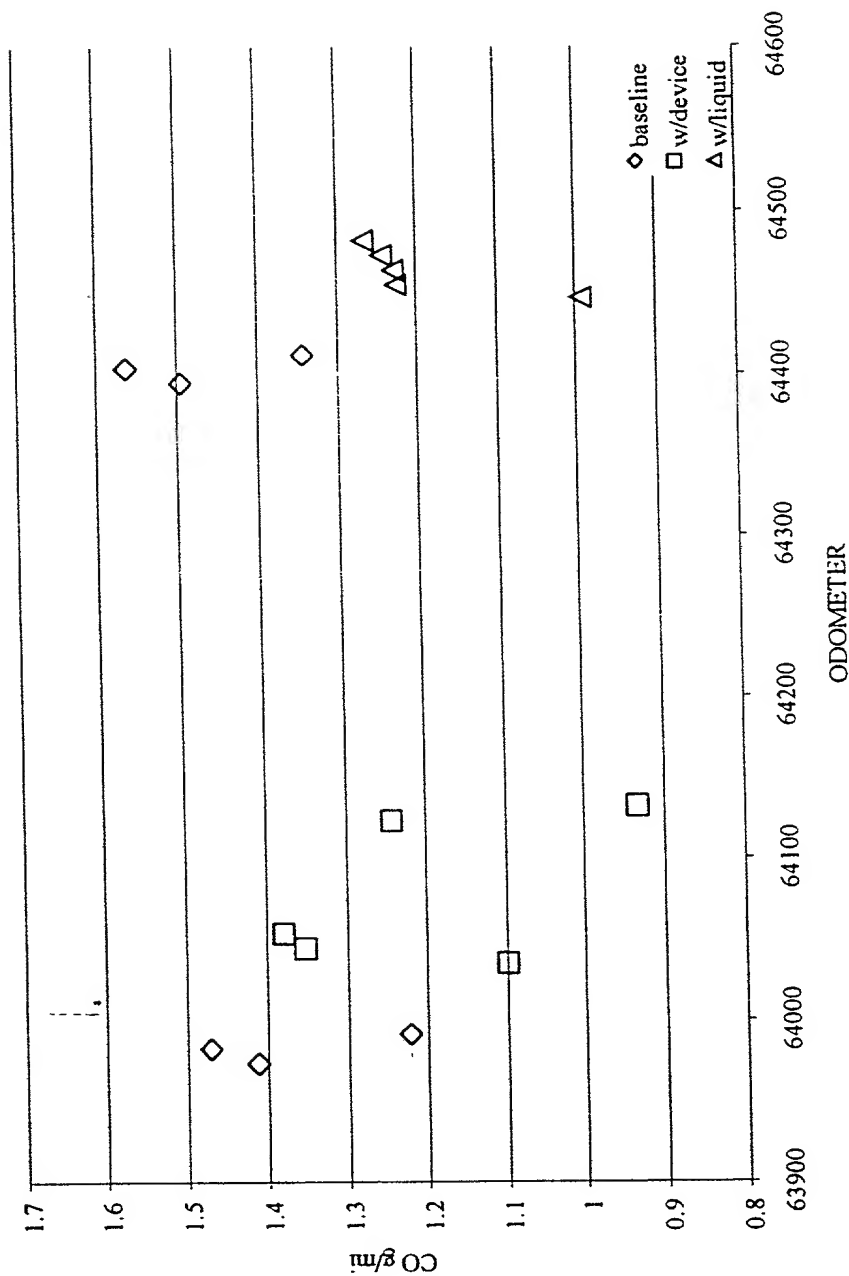


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

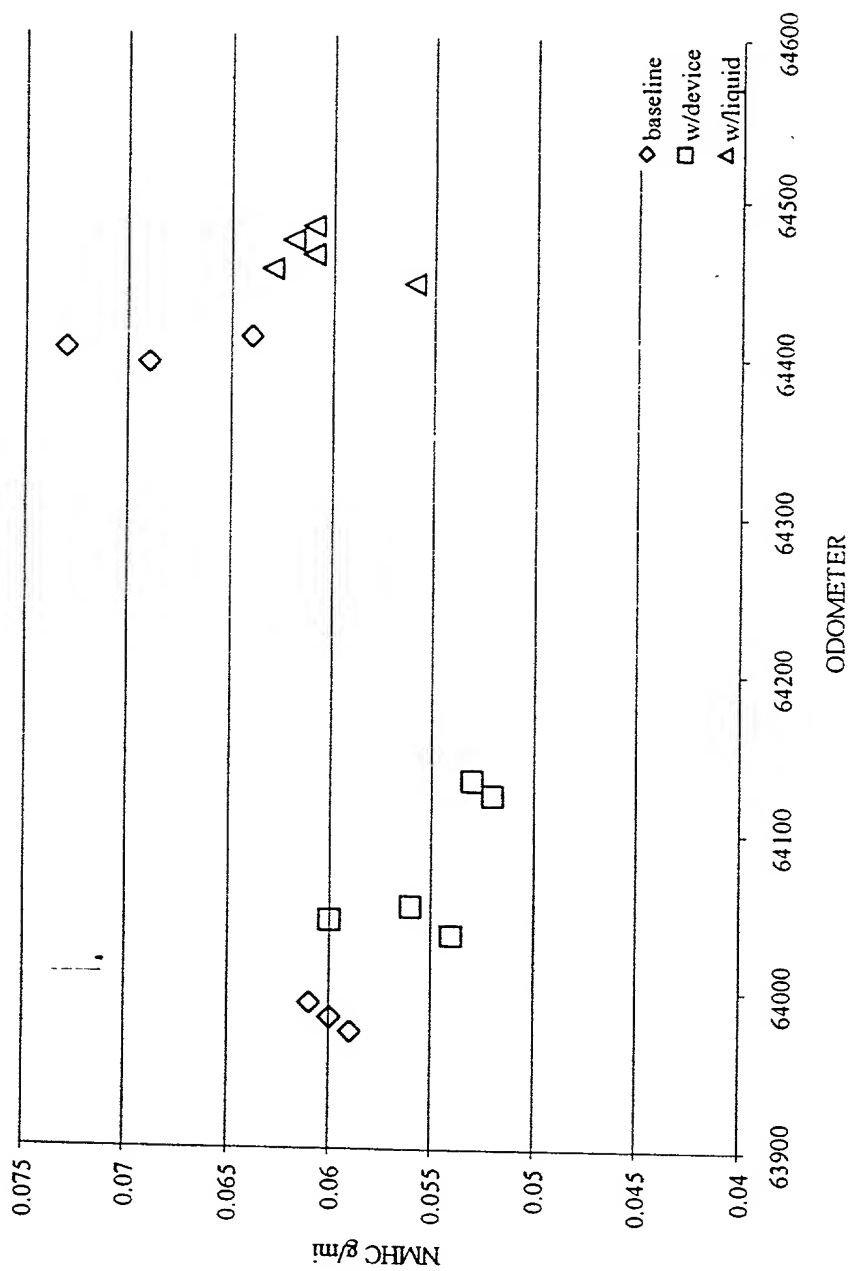


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

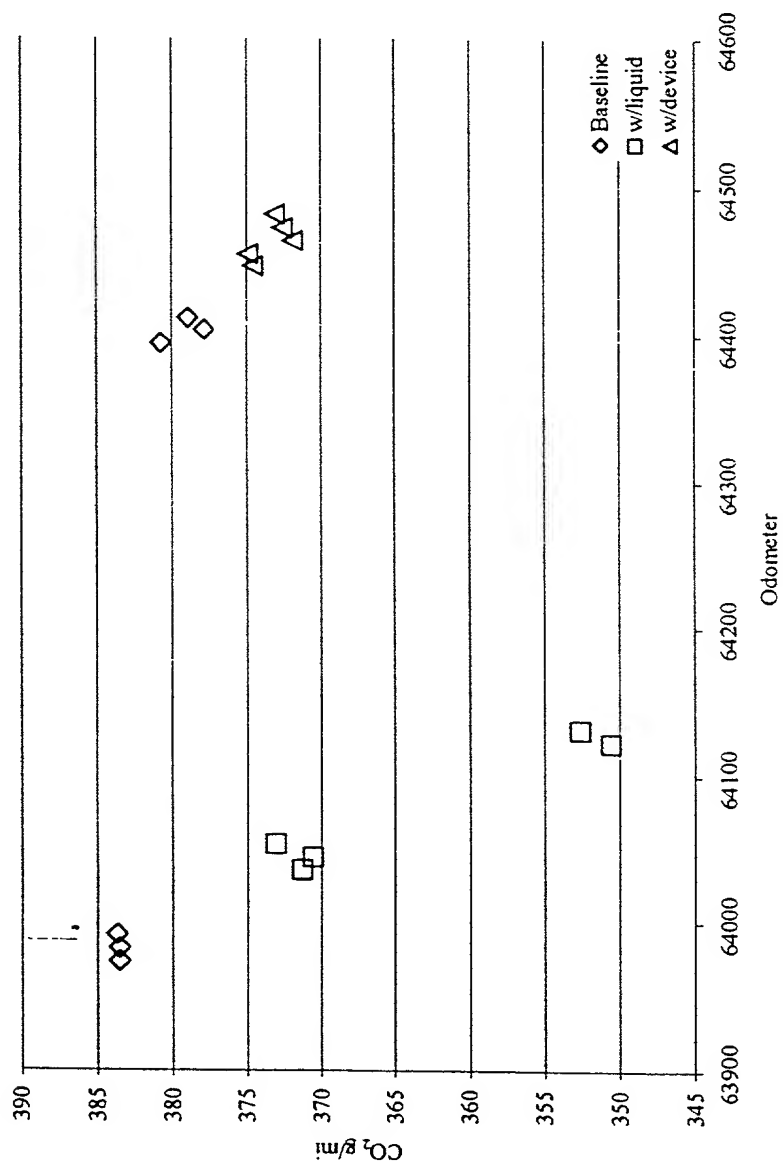


Figure 8: CO₂ emissions as a function of odometer miles for a Ford Taurus

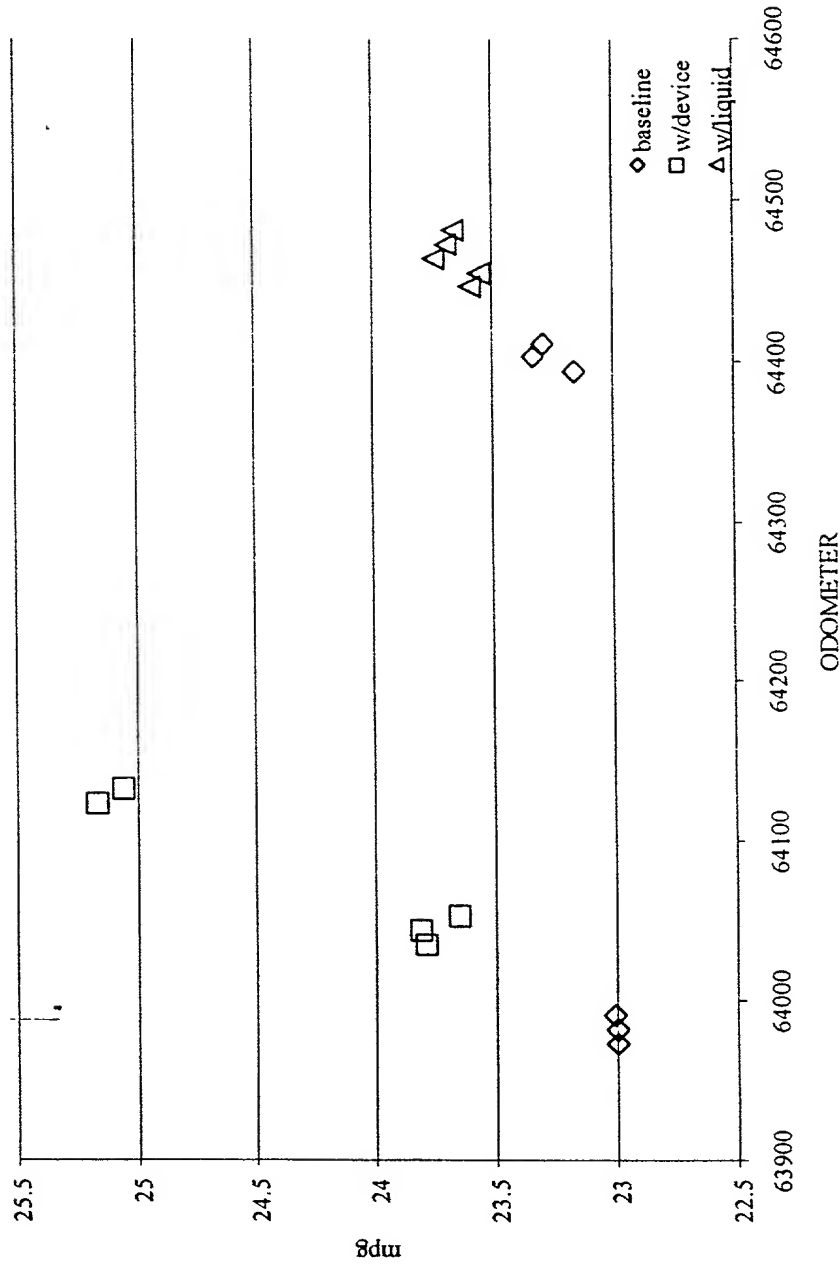


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

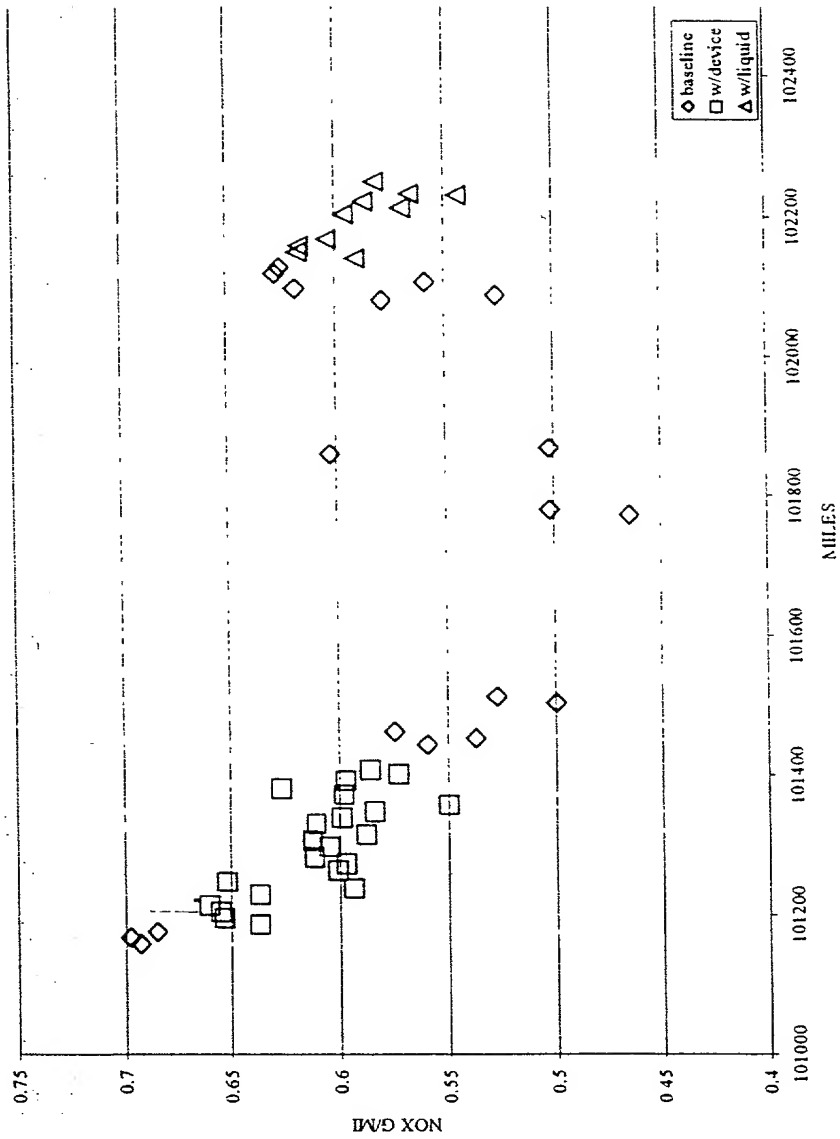


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

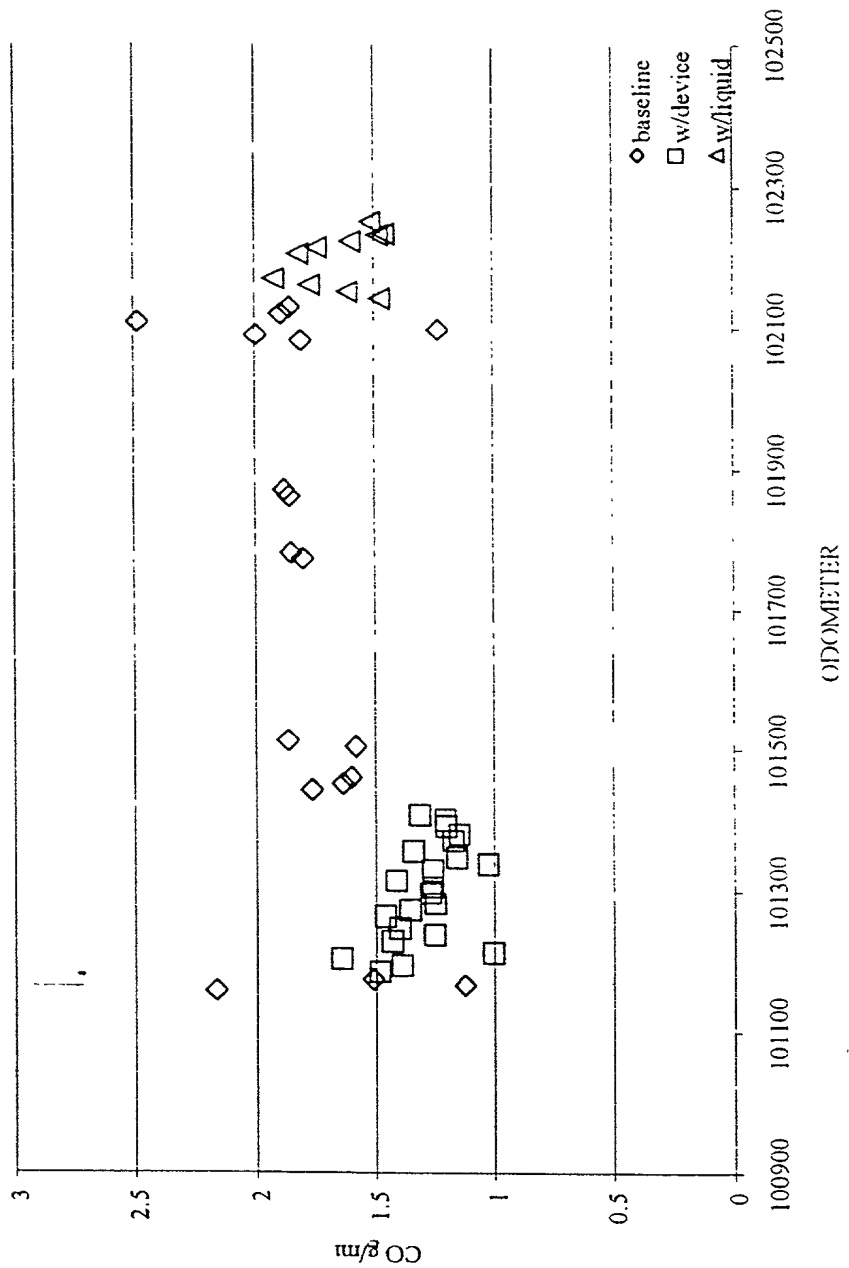


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

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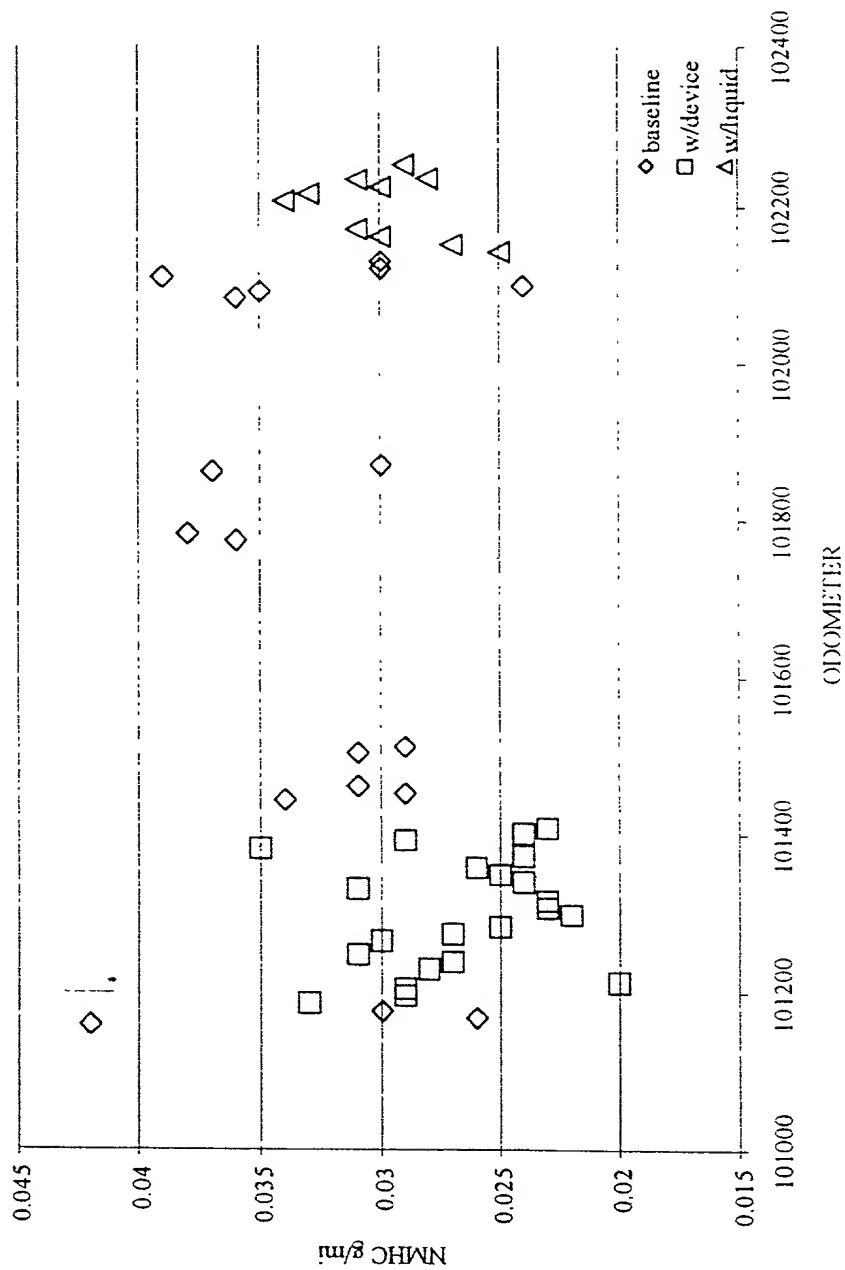


Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

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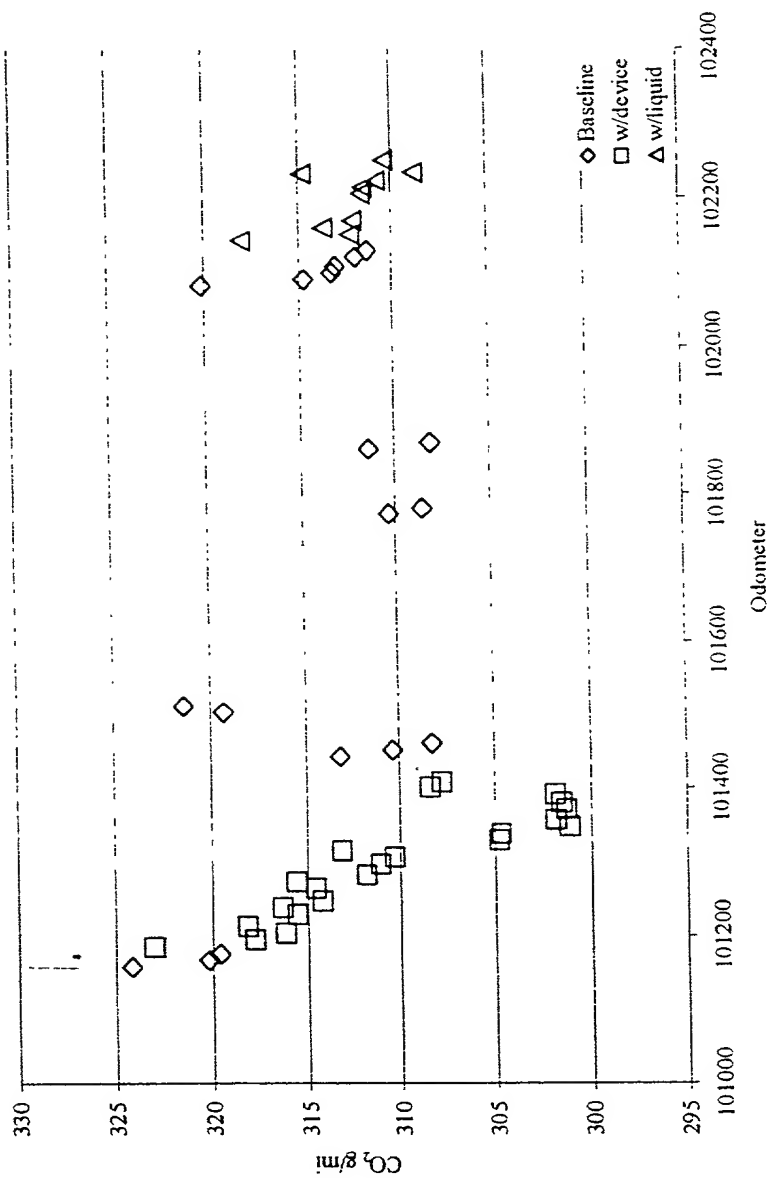


Figure 13: CO₂ emissions as a function of odometer miles for a Honda Accord

Figure 1 is a scatter plot showing the relationship between pressure (mpg) on the y-axis and odometer reading (miles) on the x-axis. The y-axis ranges from 27 to 28.8 mpg, and the x-axis ranges from 101000 to 102400 miles. Three data series are plotted: baseline (diamonds), w/device (squares), and w/liquid (triangles). The 'w/liquid' data points are generally higher than the 'baseline' and 'w/device' points, indicating higher pressure readings when liquid is present.

Odometer (miles)	Baseline (mpg)	w/device (mpg)	w/liquid (mpg)
101050	27.10	27.10	
101100	27.10	27.10	
101150	27.55	27.55	
101200	27.55	27.55	
101250	27.55	27.55	
101300	27.55	27.55	
101350	27.55	27.55	
101400	27.55	27.55	
101450	27.55	27.55	
101500	27.55	27.55	
101550	27.55	27.55	
101600	27.55	27.55	
101650	27.55	27.55	
101700	27.55	27.55	
101750	27.55	27.55	
101800	27.55	27.55	
101850	27.55	27.55	
101900	27.55	27.55	
101950	27.55	27.55	
102000	27.55	27.55	
102050	27.55	27.55	
102100	27.55	27.55	
102150	27.55	27.55	
102200	27.55	27.55	
102250	27.55	27.55	
102300	27.55	27.55	
102350	27.55	27.55	
102400	27.55	27.55	

Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

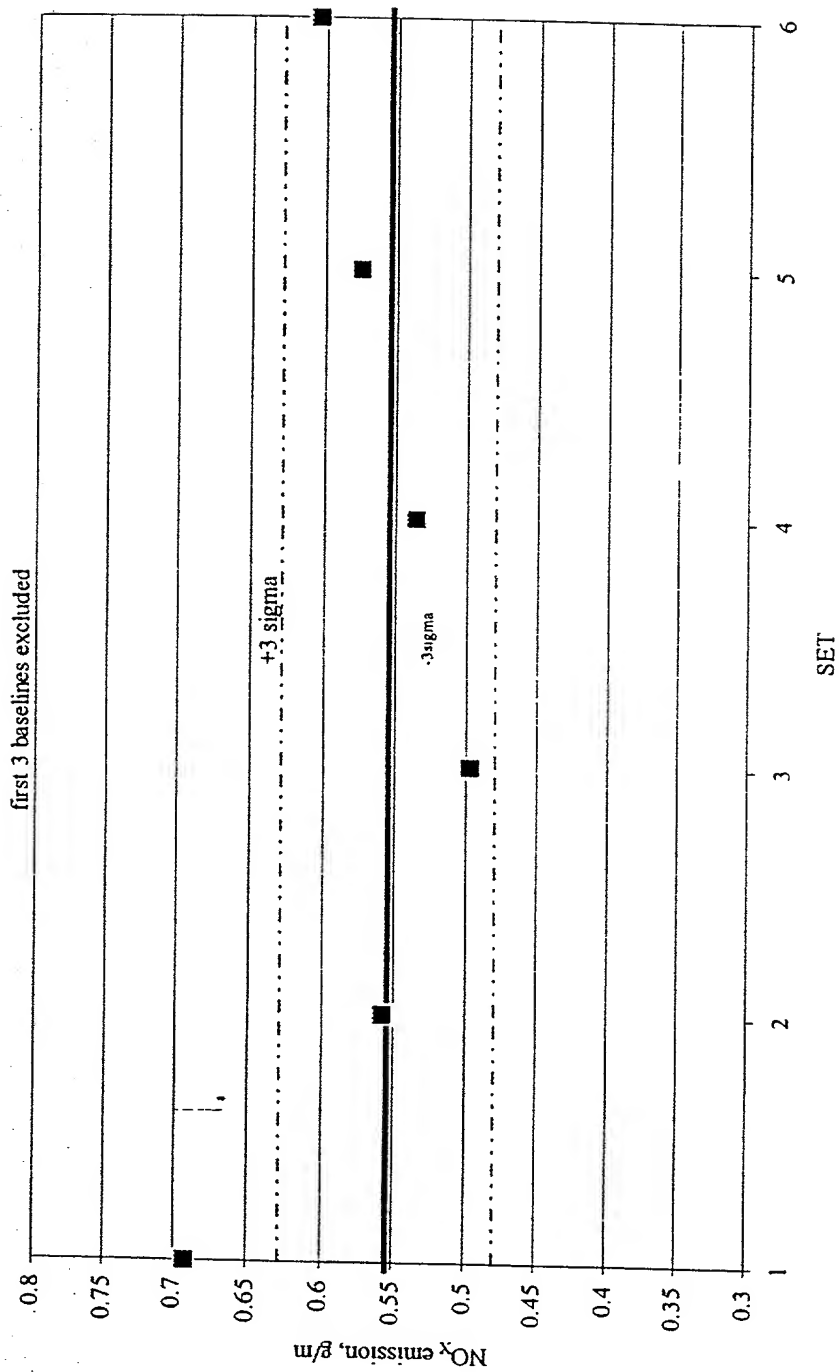


Figure 15: Shewhart Control Plot for NO_x in the Honda Accord with the first three baselines excluded

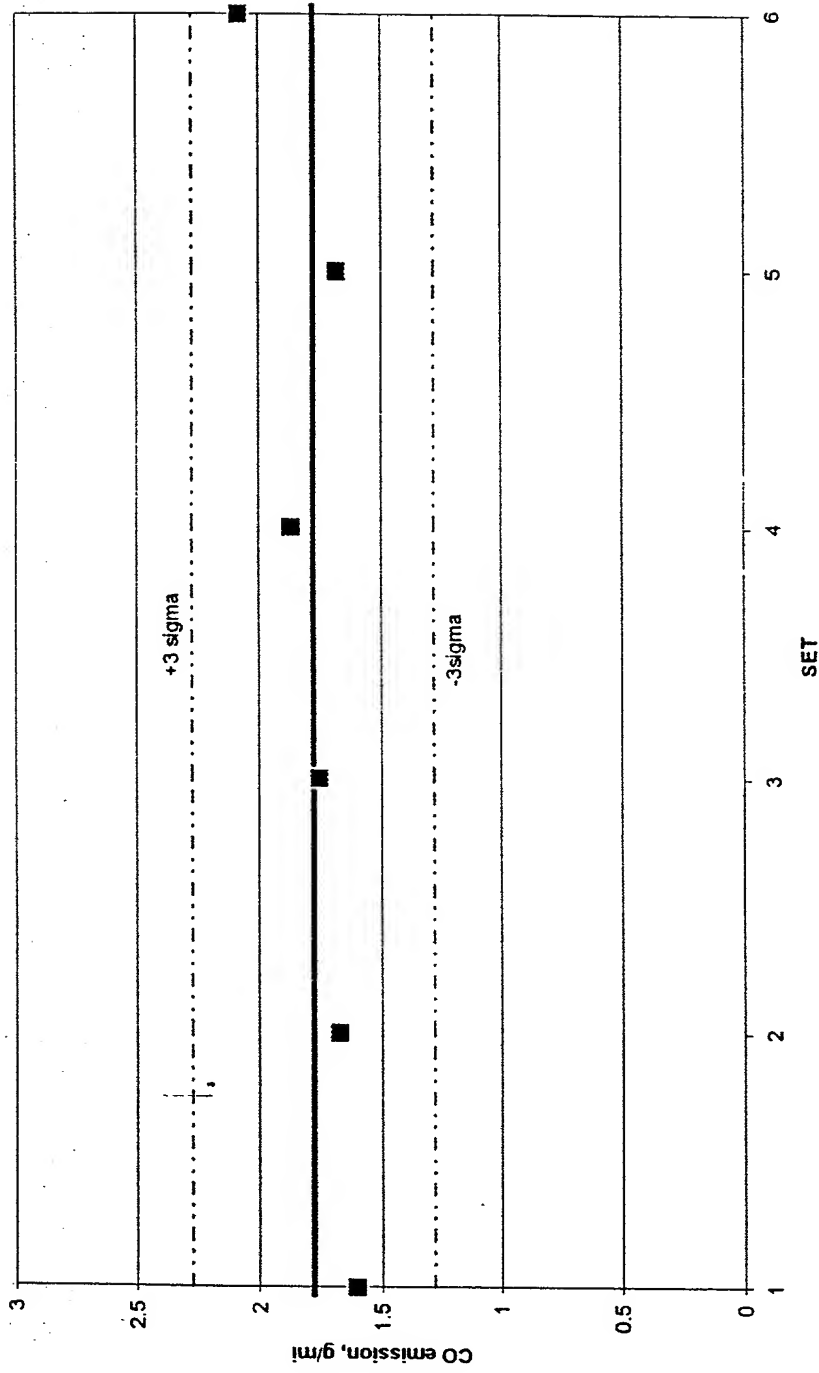


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

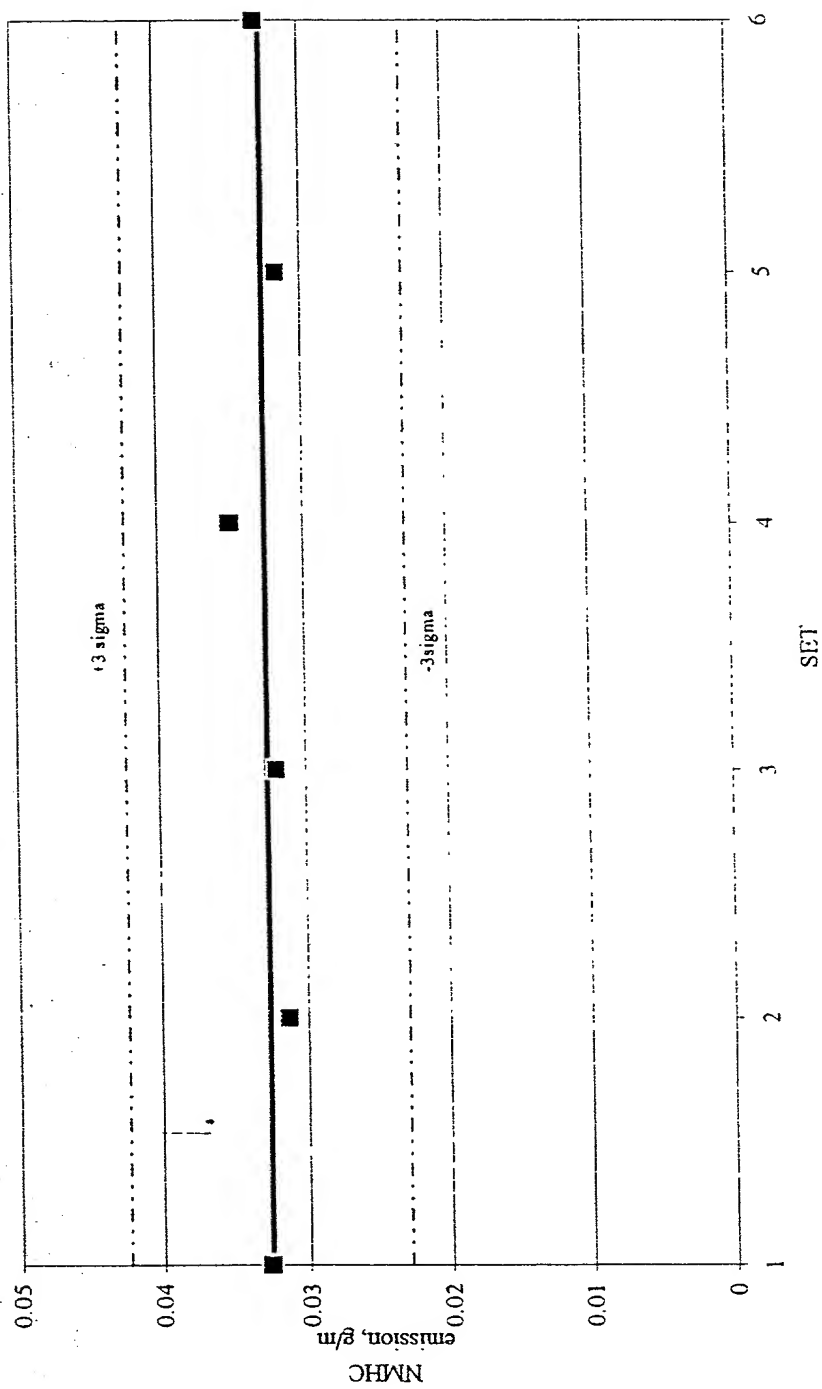


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

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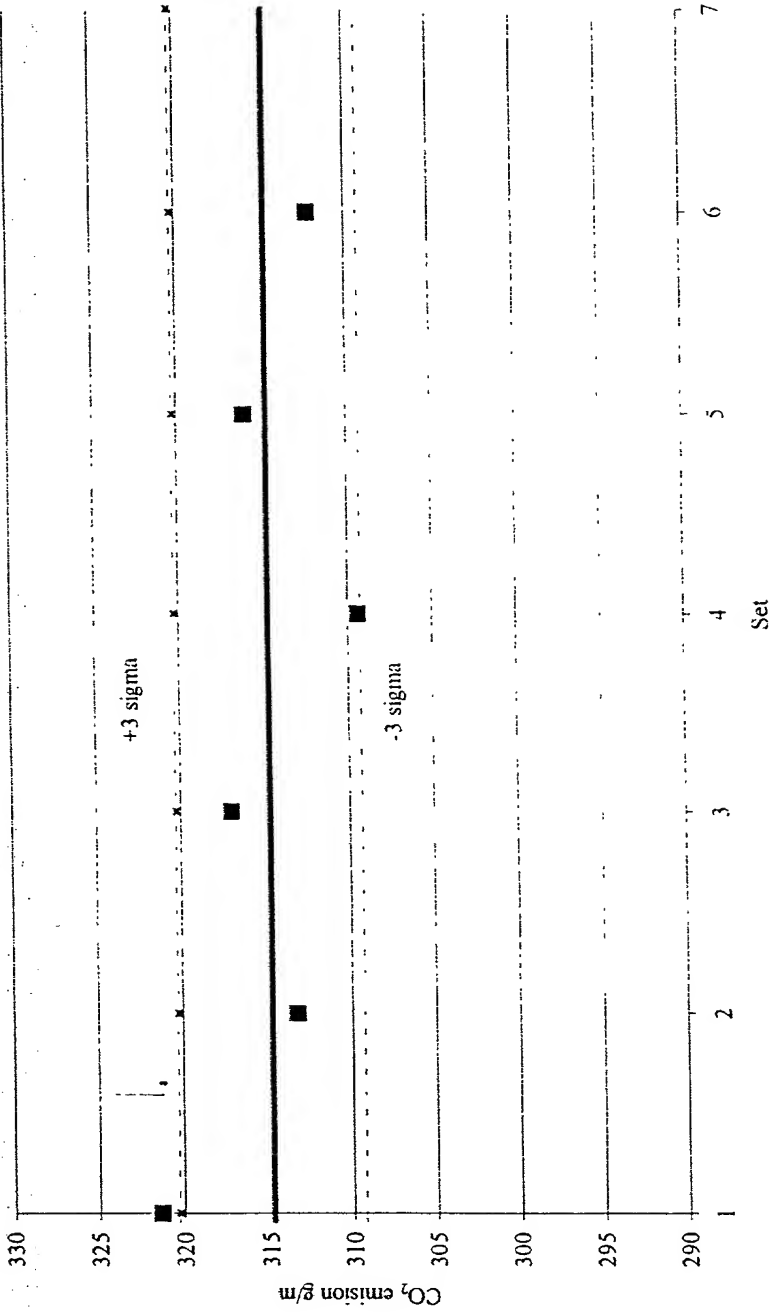


Figure 18: Shewhart Control Plot for CO₂ in the Honda Accord with the first three baselines excluded

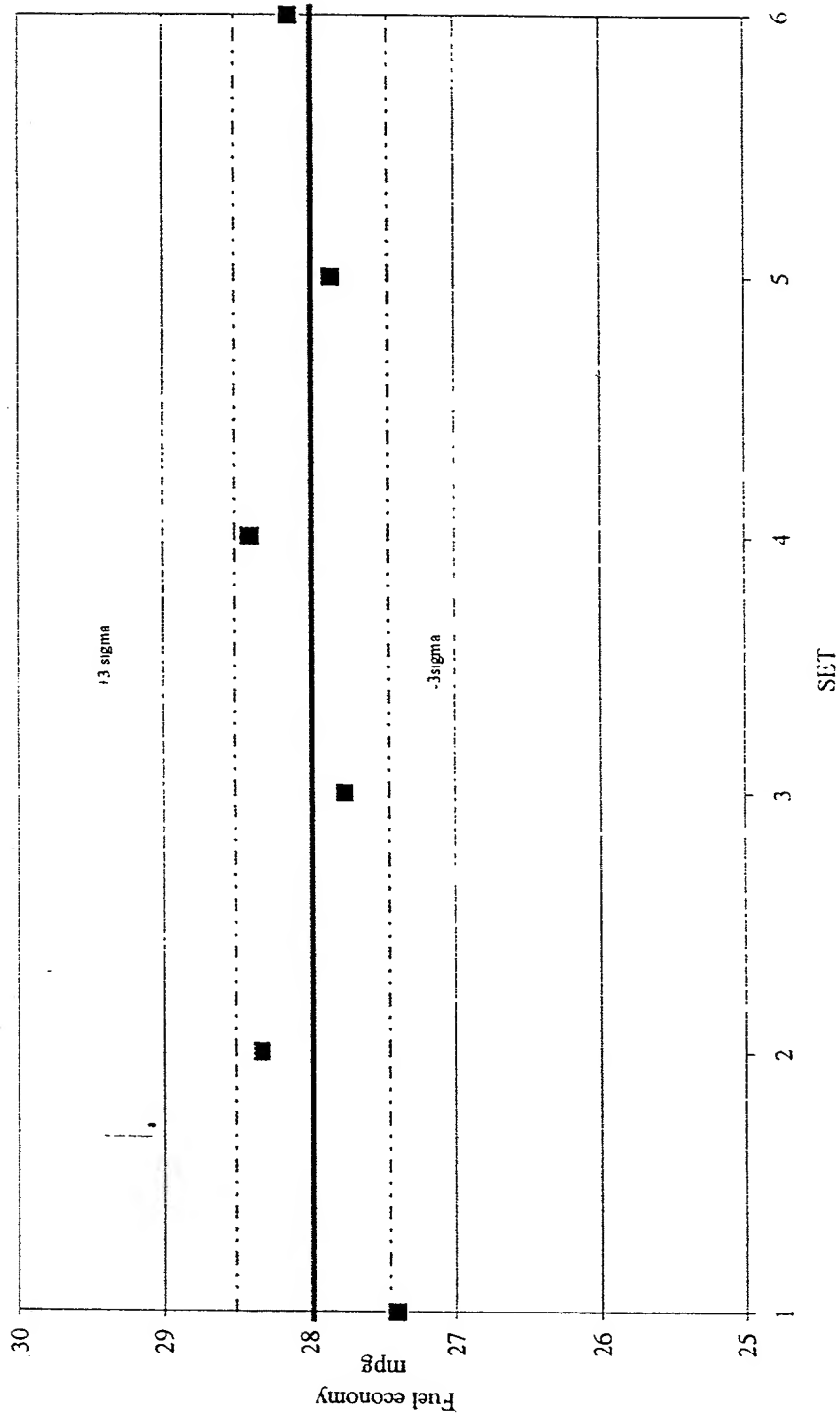
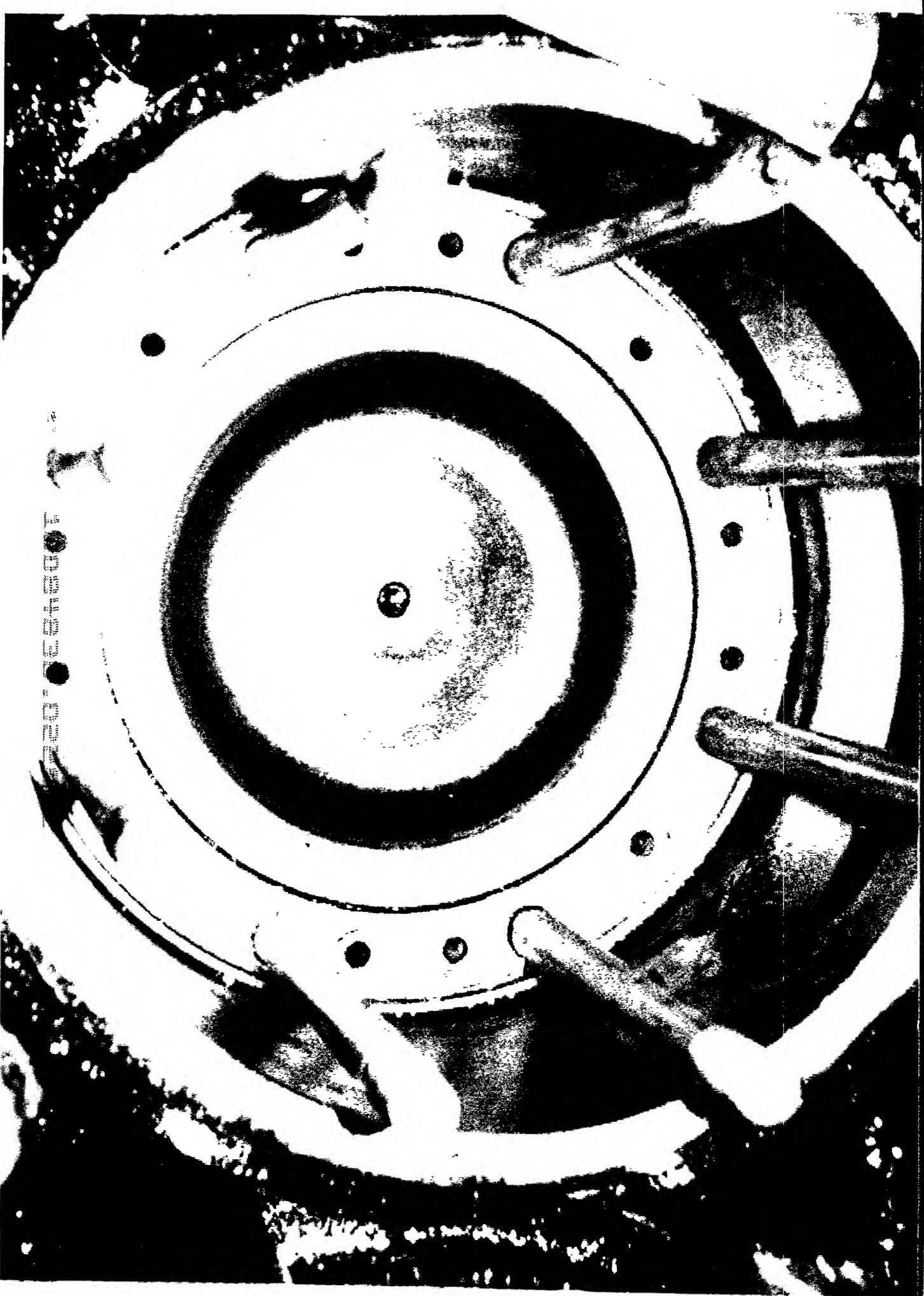
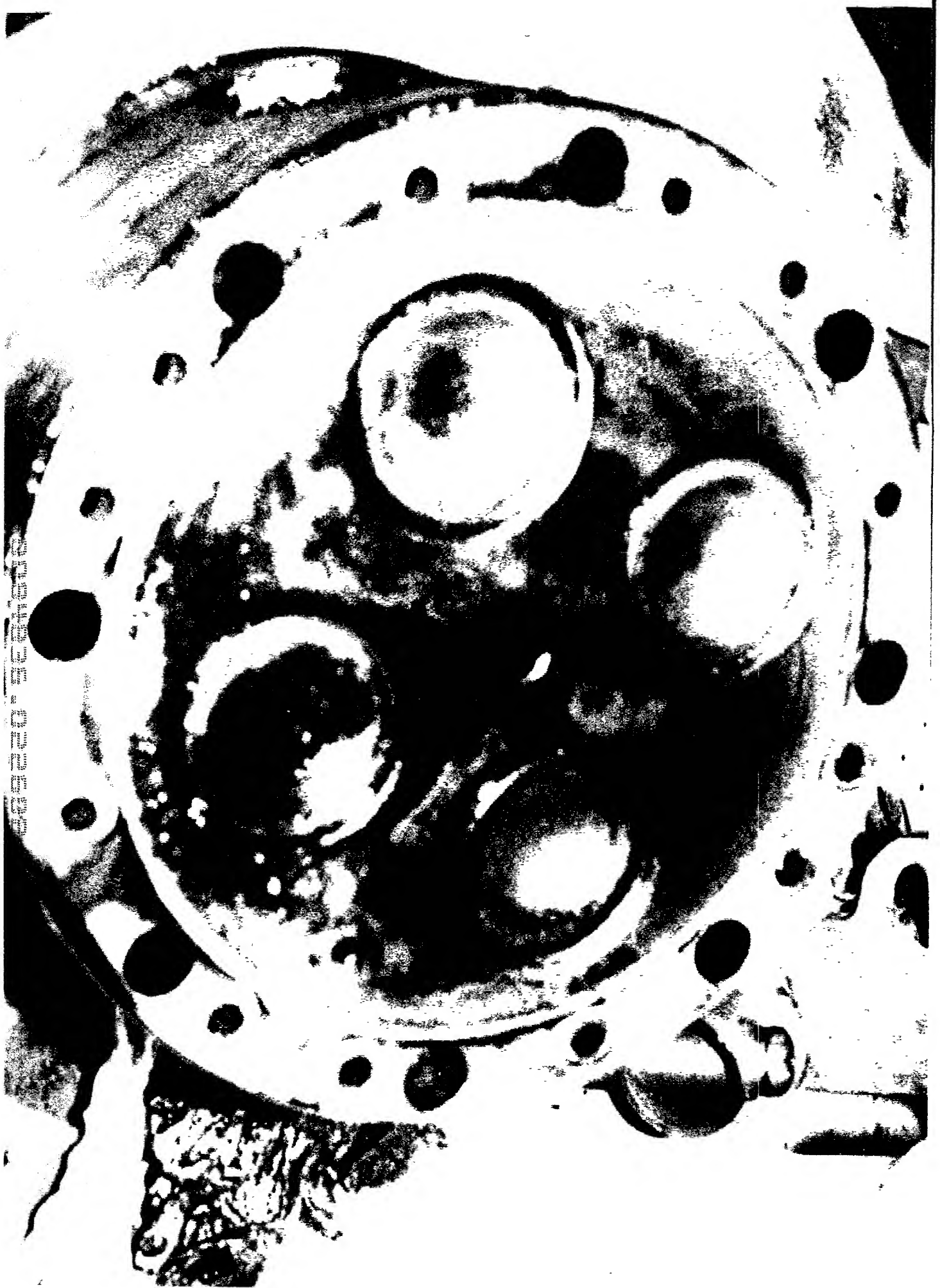


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded





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